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Form 504	
DEPARTMENT OF COMMERCE	
U. S. COAST AND GEODETIC SURVEY	
E. Lester Jones, Director	
<div>C. & G. SURVEY L. & A. NOV 23 1926</div>	
State: <u>Florida</u>	
DESCRIPTIVE REPORT	
<u>Topographic</u> <u>Hydrographic</u>	Sheet No. "C" 4567
LOCALITY	
Tampa Bay	
Hillsboro Bay	
1926	
CHIEF OF PARTY	
Ray L. Schoppe	

U.S. GOVERNMENT PRINTING OFFICE

Copy to Field Recorder

E.A.L.

December 4, 1926.

(11)

Division of Hydrography and Topography:

Division of Charts:

Tide reducers are approved in

7 volumes of sounding records for

HYDROGRAPHIC SHEET NO. 4567

Locality: Hillsboro Bay, Florida West Coast.

Chief of Party: R. L. Scheppe in 1926

Plane of reference is mean low water reading

4.3 ft. on tide staff at Seldon Island, Tampa Bay, Fla.

2.6 ft. on tide staff at A. G. L. Dock, St. Petersburg, Tampa Bay, Fla.

For reduction of soundings, condition of records satisfactory
except as checked below:

1. Locality and sublocality of survey omitted.
2. Month and day of month omitted.
3. Time meridian not given at beginning of day's work.
4. Time (whether A. M. or P. M.) not given at beginning of day's work.
5. Soundings (whether in feet or fathoms) not clearly shown in record.
6. Leadline correction entered in wrong column.
7. Field reductions entered in "Office" column.
8. Location of tide gauge not given at beginning of each day's work.
9. Leadline corrections not clearly stated.
10. Kind of sounding tube used not stated.
11. Sounding tube No. entered in column of "Soundings instead of "Remarks".
12. Legibility of record could be improved.
13. Remarks.

G. H. Hude

Chief, Division of Tides and Currents.

DESCRIPTIVE REPORT

to accompany

HYDROGRAPHER SHEET #

FIELD # C

HILLSBORO BAY

FLORIDA GULF COAST

DESCRIPTIVE REPORT

to accompany

HYDROGRAPHER SHEET #

FIELD # C

HILLSBORO BAY

FLORIDA GULF COAST

AUTHORITY:

The work on this sheet is done in accordance with orders to the Steamer HYDROGRAPHER dated June 3, 1924 and to the Steamer BACHE dated December 3, 1925.

EXTENT:

This sheet is a resurvey of the entire area of Hillsboro Bay. On the South it joins field sheet "D" on a line Southeast from Gadsden's Point. The entire dredged channel of Hillsboro Bay is shown on this sheet.

DESCRIPTION OF COAST:

From Gadsden Point to Catfish Point and nearly to Ballast Point, a heavy pine growth extends to the water's edge. A sandy beach fringes the bay in this area. No signs of habitation are visible except a feeble attempt at a real estate development North of Catfish Point. Ballast Point is a small beach resort. The ~~coast~~^{shore} line from Tampa girds the bay as far south as Ballast Point and then cuts inland in a Southwest direction to Port Tampa. A short distance North of Ballast Point, an elaborate concrete seawall and parkway combined is nearing completion. This seawall extends nearly to the Hillsboro River at present, and will soon be completed as far as the first bridge in Hillsboro River. West of the seawall, the whole area is thickly built up.

On the South and East sides of the bay the shore is low and marshy and almost entirely covered with mangrove thicket, with heavy pine growth wherever there is solid ground. The only evidence of habitation is near Alafia River, where a phosphate plant has been erected. And between that and Bullfrog Creek a few houses are seen. The steel water tank at the phosphate plant is prominent and should be shown on the chart.

Across the Northeastern arm of the bay a bridge has been constructed. At the East end of the bridge an elaborate real estate development has been started, but it will never be finished. Tampa Beach is a monument to somebody's folly. The West end of the bridge joins 22 nd. Street in Tampa. The peninsula between it and Ybor Channel is rapidly developing in commercial importance. The South end of Hooker's Point is grassy and undeveloped at present.

South of the City of Tampa itself lies Davis Island, and Seddon Island. Both these areas are low sand fills that have been thrown up by hydraulic dredging. Davis Island is one of the apparently successful real estate developments in this locality. After a period of depression, it was re-financed by Stone and Webster and it bids fair to be carried through more or less as originally planned. At present a motley array of half finished houses forms a most uninviting spectacle. A few substantial buildings have been erected on the North end of the Island. Two small wireless towers show up in the middle of the Island. A large city hospital is now being built in the extreme North corner. Six large hydraulic dredges are now at work completing the hydraulic fill and until they finish their task it is hard to predict what sort of a channel will be dug around the border of the island.

Seddon Island is claimed by the Sea Board Airline Railway and they have erected a large phosphate elevator on the Southwest corner of the Island. Other piers have been built along the Northwest and North sides of the Island. A large single lift railroad bridge connects Seddon Island with the mainland. Just East of the bridge on the South side of the channel, the Army Engineers have a small depot for their local dredging equipment. The main docks serving Tampa lie along the North side of the Garrison Channel and in the Municipal Basin at the Northwest end of Ybor Channel. Extensive building operations are now in progress in some large industrial plants on the East side of Sparkman Channel.

In approaching the city from the South, a confusing array of high buildings is noted in Tampa. The most prominent objects will be described below.

CURRENTS:

The tidal currents are strong and set fair with the channel except South of beacon #6, where it can readily be seen that some set across the channel can be expected.

The wind has a marked effect on the height of water in Hillsboro Bay. A strong Northeast breeze will cause a decided fall in the water level of Tampa, and likewise a strong Southeast wind will cause a rise of water level. In the Winter months, low water is a frequent occurrence due to the prevailing Northeasters. During

the hurricane of September 18, 1926 a Northeast gale recorded by the Weather Bureau at Tampa as a 66 mile (~~max~~) wind, the water was blown out of the bay until it reached a level of 8 feet below M. L. W. This measurement was made by the U. S. Army Engineers. Except when influenced by wind, the currents turn at the time of High and Low waters.

LANDMARKS:

The lighted beacons are all located by triangulation. It will be noted that their location does not agree with that on chart 177. The only beacon standing today that was in existence in 1908, is triangulation station Why. It is at present abandoned. This illustrates the temporary nature of these wooden beacons. Some of them in use today will soon have to be replaced. In passing up the channel the following objects are easily distinguished.

A large steel tank at the Phosphate Works near the Alafia River is the only one in the locality. On the West side of the bay a tall brown apartment hotel is easily recognized at signal "Ap". North of this a massive steel tank is seen standing well away from other structures at Triangulation Station "Hem." Dead ahead on Cut "B" and forming a good landing mark is a large water tank, Triangulation Station "Chan." There are numerous other tanks in the city, but these two are easily identified. Triangulation Station "West" and Triangulation Station "East" are two red brick stacks. A third stack of yellow brick has recently been built close to these two, the three forming an unmistakable group, just North of the Platt Street Bridge. These stacks are dead ahead on Cut "C". On Davis Island the Northeast tower on the Colosseum is easily identified as a tower on a large rounded roof. The City Hall Cupola in Tampa may be distinguished at present. The Weather Bureau maintains a steel tower on Seddon Island and just South of this are seen the S. A. L. Phosphate Elevators. The wireless towers on Davis Island are small and not easily seen from a distance. Several tall buildings now under construction will change the entire skyline of the city.

The only ranges and channels used by pilots are marked by beacons.

INSHORE DANGERS:

These are easily noted from the chart. Outside of the dredged cut and spoil bank the slopes are not abrupt and the chart is a guide to all shoals.

BARS AND CHANNELS:

The main dredged channel is the only approach to Tampa for all save the lightest draft. Shallow draft tugs and barges enter the Alafia River, but even the local pilots are constantly going aground there on the shifting bars. These craft also go in to Ballast Point, and once in a while, to Tampa Beach. All other traffic uses the dredged channel or stays close to it on the westward.

The channel is well marked, but narrow. Buoys C3A and C5 were evidently trailing to the Southward when the positions were taken. The deep water leads close to these buoys. Buoy 13A is in the position shown on the chart, but no location of it was recorded by the hydrographic party.

In the channels North of Hooker's Point the Army Engineers maintain full depth by constant dredging. There is no navigable water on the Tampa Waterfront outside of the dredged cuts. For that reason this party did not sound that area. There is no anchorage even for small craft or barges in the harbor North of Hooker's Point. Barges, or vessels of moderate draft anchor clear of the channel South of beacon #9. No dredging has been done recently in the Hillsboro River and it is reported shoaling to less than 10 feet. Two new bridges across the river at Platt Street and Carew Street have hindered traffic in that locality.

The dredges have thrown up a spoil bank on the East side of the main channel. Much of this spoil bank is shell and there is great demand in construction projects for this material. As a result, there is a large fleet of barges digging up this shell at all times. This results in a very irregular area where the dredges and barges work. It was not thought desirable or necessary to develop this spoil bank closely. At lowest tides, bare spots show at intervals along much of the length of the channel.

CHANGES NOTED:

No changes of any importance were noted except those due to construction projects. Depot Key and the small island North of it are now covered by Davis Island. Several new industrial projects on the East side of Sparkman Bay are filling the flats out to the bulkhead line. At low tide there is no water there now outside the channel.

DANGERS:

The chart shows all dangers in this area. It should be noted that in approaching Tampa, after leaving "P" Range in Tampa Bay, it is not possible for deep draft boats to run on the lighted range into Hillsboro Bay until they are to the Eastward of Run buoy #10. This buoy is located on sheet "D". The deep water runs to the North of this buoy.

METHODS:

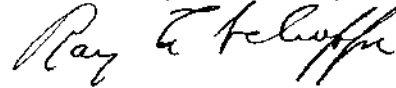
All soundings were made from the ship's launches, and all positions are located by three point sextant fixes. In all cases lines were run inshore until the shallow launches ran aground. The Alafia River is done on a scale of 1-10,000 on sheet "CC"

MAILS:

No new names were noted except that of Davis Island and the channel names as shown on the U. S. Army Engineer's Plan of Tampa Waterfront. The City of Tampa has voted to take in the whole of Interbay Peninsula as far South as Gadsden Point. This expansion is held up pending approval by the legislature, and when finally ratified, it will probably take in less territory than was at first planned. The name of "Spanish Town Point" is obsolete and should be dropped:- also that of Depot Key.

A table of statistics is attached herewith.

Respectfully submitted,



Approved and forwarded

Ray L. Schoppe, Chief of Party.

C

4)

Date,	1926	: Letter :	: Volume :	: Positions :	: Soundings :	Miles : Statute :	Vessel
April	23	a	1	51	202	11.8	Lch. # 2
	28	b	1	53	561	14.8	" "
	29	c	1	125	1157 596	32.8	" "
	30	d	1	95	670	25.8	" "
	30m	d	2	57	481	13.3	" "
May	5	e	2	153	818	42.0	" "
	6	f	2	113	592	32.3	" "
	6	f	3	24	132	7.5	" "
	7	g	3	36	186	8.4	" "
	13	h	3	143	614	26.0	" "
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TOTAL				850	4852	214.7	

Month	Day	Letter	Count	Value	Percentage	Leh. #
April	5	a	1	136	724	36.4
	6	b	1	115	662	33.0
	8	c	1	75	383	21.2
May	14	d	2	123	479	20.5
	25	e	2	64	236	10.2
	26	f	2	120	616	19.5
	26	g	3	12	46	1.2
	27	h	3	131	593	26.6
June	7		3	118	439	22.3
TOTAL				894	4178	190.9

IN REPLY ADDRESS THE DIRECTOR
U. S. COAST AND GEODETIC SURVEY
AND NOT THE SIGNER OF THIS LETTER

AND REFER TO NO. 11-DEM

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

WASHINGTON,

May 7, 1927.

SECTION OF FIELD RECORDS

Report on Hydrographic Sheet No. 4567

Hillsboro Bay, Tampa Bay, Florida

Surveyed in 1926

Instructions dated June 3, 1924 (HYDROGRAPHER)
Dec. 3, 1925 (BACHE)

Chief of Party, R. L. Scheppe

Surveyed by R. C. Overton

Protracted and soundings plotted by F. G. Johnston

Verified and inked by D. R. Rounds

1. The records conform to the requirements of the General Instructions except the information regarding the docks as mentioned in paragraph 6 below.
2. The plan and character of development satisfy the requirements of the specific instructions.
3. The plan and extent of the survey satisfy the requirements of the specific instructions except that it would have been desirable to have extended the work to the beach to develop the low water line. Also the entire area at the entrance to Alafia River should have been sounded as changes from the old survey would be expected in such a place.
4. The information is sufficient for completely drawing the usual depth curves.
5. The sounding line crossings are generally good wherever cross lines were run. A comparison of closely spaced adjacent lines also shows a good agreement.
6. The usual field plotting was done by the field party except the soundings taken off the faces of the various docks in the channels shown in the sub-sketch. The incomplete data in the records relative to the exact locations of these soundings necessitated referring the matter back to the field party. The desired information

was returned on photostats of the smooth sheet, from which it was finally transferred to the smooth sheet by the office cartographer.

7. The junction with H. 4563 is satisfactory.

The junction with H. 4568 (Alafia River) is satisfactory as far as overlapping soundings are concerned, but the new work should have extended further inshore as mentioned in paragraph 3 above.

8. No additional work is necessary here at present. It is suggested that soundings from the old survey (H. 1313) be utilized to cover the inshore area except off the entrance to Alafia River. A comparison with the old survey disclosed a good agreement along the ~~stable~~ shore^{and} with practically no changes in the 6 foot curve.

9. Attention is called to the following:

(a) There are a number of deep soundings on the sheet that have the appearance of being errors in depth. They are doubtless due to the dredging operations going on here around the projected real estate developments.

(b) In the main channel 465 meters north of Channel Beacon No. 3, an 18 foot sounding was located by the field party (line 15-16 e, red). This line containing 17 - 19 foot soundings runs diagonally across the channel and it would seem that such line would pick up any deep soundings in the channel. A depth of 26-1/2 feet has been maintained in this channel by the Army Engineers for the past few years and their latest survey (blueprint 20929) made Oct. 26, 1926, or 6 months after our survey, shows 29.9 feet in the same spot. No record could be found of any such shoal existing in this channel and it seems safe to assume that an error was made either in reading or recording the sounding (probably 5 fathoms 1 foot instead of 3 fathoms 1 foot). This sounding was therefore omitted from the sheet.

10. Character and scope of surveying, very good.
Field drafting, very good.

11. Reviewed by A. L. Shalowitz, May, 1927.

Approved:

A. L. Giacomini
Chief, Section of Field Records (Charts)

L. O. Pollett
Chief, Section of Field Work (H. & T.)

Section of Field Records

Report on Sheet No. 4567

Surveyed in April - June, 1926

Chief of Party - Ray L. Schoppe.

Surveyed by - R. C. Aulton.

Retracted by - F. G. Johnson.

Soundings plotted by - F. G. Johnson.

Verified and Inked by - D. R. Rounds.

1. The records conform to the requirements of the General Instructions.
2. The plan and character of the development fulfills the requirements of the General Instructions.
3. Sounding line crossings are adequate.
4. The usual depth curves can be completely drawn.
5. The field plotting was completed to the extent prescribed in the General Instructions, with one exception. No boat sheet was turned in for the area surveyed on Sept. 24-1926; the notes of the survey are found in volume 4. These soundings were not plotted on the smooth sheet, and because of insufficient data in the records, the soundings covering this area have been omitted until further information is obtained from the field.

6. The area within the limits of this survey is fully developed and further surveying is unnecessary.

7. The character and scope of surveying is very good, and the field drafting good.

Respectfully submitted,

D. R. Rouns.

3-DRM

March 19, 1927.

To: Commanding Officer,
U. S. Coast and Geodetic Survey,
Steamer RACHE,
Box 1535,
Pensacola, Florida.

From: The Director,
U. S. Coast and Geodetic Survey.

Subject: Hydrographic sheet No. 4567 - Soundings off wharves in
Hillsboro Bay, Florida.

The soundings off the wharves in Hillsboro Bay have been plotted on the smooth sheet based on the positions shown on the photostat forwarded with your letter of February 24, 1927.

It is considered the best practice to run sounding lines parallel to and at distances off the faces of the wharves corresponding to the average keel lines of vessels that occupy the berths. Depths should, of course, be taken inside these lines to insure that no menaces exist along the faces. In general, the scales on which our charts are published do not permit the plotting of these soundings, but the depths that can be carried to and alongside wharves furnish valuable coast pilot information.

(Signed) R. L. Faris

Acting Director

POST-OFFICE ADDRESS: COAST AND GEODETIC SURVEY STEAMER BACHE, PENSACOLA, FLA.

TELEGRAPH ADDRESS:

FEB 28 10 17 AM '27

EXPRESS OFFICE:

DEPARTMENT OF COMMERCE

U. S. COAST AND GEODETIC SURVEY
STEAMER BACHE



Pensacola, Fla.
February 24, 1927

To: The Director,
U. S. C. & G. Survey,
Washington, D. C.

From: Commanding Officer,
Steamer BACHE.

Subject: Soundings off docks.

Reference: Directors letter. Feb. 14, 1927. File 10

The attached photostats of sounding record and topography sheet have been checked over by Mr. Egner who was in charge of the hydrographic party that made these soundings, Mr. Karo who assisted him has also checked the plotting and I believe the results are shown correct on the enclosed photograph.

Ray L. Schoppe

10-rn

February 14, 1927.

~~Commanding Officer, U. S. Coast and Geodetic Survey, Ship BACHE, Box 1535, Pensacola, Florida.~~
To: Commanding Officer,
Coast and Geodetic Survey,
~~Ship BACHE,~~
Box 1535,
Pensacola, Florida.

From: Director, U. S. Coast and Geodetic Survey.

Subject: Soundings off decks.

There are forwarded herewith three photostats of pages from sounding record used by your party in Hillsboro Bay in September, 1926. The soundings were not plotted by your party, and as the information is not sufficient for this office to correctly plot the soundings, it is desired that you do so on the enclosed photostat of the topographic sheet which has been increased in scale to facilitate this work.

Signed R. L. Varie

Acting Director.

DEPARTMENT OF COMMERCE
U. S. COAST AND GEODETIC SURVEY

REG. NO. 4567

HYDROGRAPHIC TITLE SHEET

The Hydrographic Sheet should be accompanied by this form, filled in as completely as possible, when the sheet is forwarded to the Office.

Field No. c 4567

REGISTER NO.

State Florida
General locality Tampa Bay Gulf Coast Florida
Locality Hillsboro Bay
Scale 1:20,000 Date of survey April - June, 1926
Vessel Str. BACHE
Chief of Party Ray L. Schoppe
Surveyed by R. C. Overton
Protracted by F. G. Johnson
Soundings penciled by F. G. Johnson
Soundings in ~~Kratons~~ feet
Plane of reference M. L. W.
Subdivision of wire dragged areas by
Inked by D. R. Rounds
Verified by " "
Instructions dated June 3, 1924 December 3, 1925
Remarks: